



**SUMMARIZED MINUTES
CITY OF SCOTTSDALE TRANSPORTATION COMMISSION
SPECIAL MEETING
THURSDAY, FEBRUARY 1, 2007
PINNACLE ROOM
7575 E. MAIN STREET
SCOTTSDALE, ARIZONA 85251**

CALL TO ORDER

Chair Davis called the special meeting of the Scottsdale Transportation Commission to order at 5:45 p.m.

1. Roll Call

PRESENT: Brian Davis, Chair
Kelly McCall, Vice-Chair
Mark Gilliland, Commissioner
William Howard, Commissioner
Andrea Michaels, Commissioner

ABSENT: Matthew Taunton, Commissioner
Josh Weiss, Commissioner

STAFF PRESENT: Rose Arballo, Transportation Commission Coordinator
Dawn Coomer, Sr. Transportation Planner
Teresa Huish, Principal Transportation Planner
Reed Kempton, Transportation Planner
Dave Meinhart, Transportation Planning and Transit Director
Mary O'Connor, Transportation General Manager
Paul Porell, Traffic Engineering Director

OTHERS PRESENT: Charlie Hales, HDR
Bruce Landis, HDR
Leslie Dornfeld, HDR
Mike Connors, HDR

2. Public Comment

There were no public comments.

3. Transportation Master Plan

Ms. Huish stated that the special meetings would serve as informal working sessions to discuss issues pertaining to the formation of the Transportation Master Plan. The first topic would be an overview of the scope of the TMP, its vision, values and policy elements. Additionally, the pedestrian element would be addressed in detail.

Mr. Meinhart said the special meetings are intended to be working sessions, and do not require Committee action. In response to Commissioner Michaels' inquiry, Mr. Meinhart said that staff is seeking input from the Commission in order to set priorities and determine major policy issues.

Mr. Hales opined that the Commission's responsibility is to prepare the Transportation Master Plan (TMP) document for consideration by the City Council. Scottsdale has a recent and comprehensive, voter-approved General Plan with a well-developed transportation element. The intent of the TMP is not to duplicate the content of the General Plan, but instead to apply it in detail.

Ms. O'Connor noted the frequent references, within the presentation, to the Design Standards and Policy Manual that identifies policies for private development in public projects.

Commissioner Howard inquired how the transportation planning and implementation process interacts with other City plans such as land use, and parks and recreation. Ms. O'Connor responded that the City requires private developments to provide infrastructure that matches the City plan and the needs it generates.

Commissioner Michaels said it should be a priority to address the connectivity issues caused by regional growth, including Phoenix and the redevelopment of Papago Park. Mr. Hales responded that the modeling was adjusted to reflect some of the development that is happening outside the City limits, but that growth projections were based on a macro view not a micro view. Commissioner Michaels opined that there is an apparent disconnect between the region's General Plans and the reality of what is happening on the street. The TMP should react to things that are directly observed. Mr. Meinhart responded that recent efforts have been made to improve non-vehicular access to the Papago Park area, but agreed it deserves a closer look.

Mr. Hales summarized the Vision, Values and Goals section as a statement of broad themes to interpret the General Plan's goals in greater depth. Its goals were derived from the Community Mobility Element of the General Plan:

- Support the community's adopted vision and values
- provide more mobility options to Scottsdale citizens, visitors and workers over time.
- recognize context sensitivity, that different parts of the community require different solutions.
- be a good neighbor and take into account the impact of neighboring communities' decisions.
- be cost-effective, since there is never enough money to do everything the community wants.

Mr. Hales asked the Commission if the stated goals were appropriate, and if they adequately addressed community concerns.

Commissioner Michaels inquired if the experiences of other municipalities offered any valuable lessons. Mr. Hales opined that the best course of action would be to coordinate the transportation plan with the land-use plan and to build the recommended projects in a timely manner instead of waiting until it is too late. Ms. O'Connor said a review of peer cities would be valuable, listing strategies that have been used that might apply to Scottsdale.

Vice-Chair McCall expressed concern about the congestion problems caused by daytime construction, and asked if it could be addressed in the implementation section of the Transportation Master Plan. Mr. Meinhart said such discussion would fall under the implementation section. He added that nighttime construction is almost impossible in residential corridors, since current statutes limit work to daylight hours only. Vice-Chair McCall opined that this was an opportunity to consider if the construction policy was as efficient as it could be.

Commissioner Michaels said there is an economic vitality issue to consider also when deciding how to balance the needs of a neighborhood with the need to hasten construction schedules. Mr. Hales agreed that more discussion was needed on the staff level before the policy was codified. Mr. Meinhart said that utilities impact the construction schedule in ways that are often beyond the City's control.

Commissioner Gilliland suggested that a public involvement policy be created for such matters. Public input could impact the policy making decision, such as determining whether citizens preferred more inconvenience if it would result in shorter construction schedules.

Commissioner Howard inquired if the issue of resiliency and robustness in the system was considered to ensure that the city does not shut down if a single transportation element is shut down during an emergency. Mr. Hales responded that it is a goal that should be considered.

Mr. Hales addressed the importance of strategies such as Transportation Management Associations to provide incentives for commuters to consider other modes of transportation, and to promote safety.

In response to Commissioner Michaels' inquiry, Ms. Dornfeld said Safe Routes to School has become a Federal initiative, recognizing that kids not walking or riding bicycles to school has become a public health issue. Scottsdale is working to get Federal funding through ADOT to implement some of the Safe Route ideas.

Commissioner McCall inquired if the Transportation Department collaborates with developers in the creation of multi-use paths connecting to schools. Ms. Dornfeld responded that part of the Safe Routes Initiative is to ensure that new projects are built and existing projects are fixed with safety issues in mind.

Mr. Meinhart said Scottsdale planners audited public schools to gather recommendations on possible safety improvements. He asked the Commission whether Safe Routes should be a subset of the safety policy or should it be a stand-alone issue, considering that it encompasses education, public health, and design issues as well as safety. Commissioner Howard opined that is a quality of life issue.

Mr. Hales reviewed the Complete Streets Policy. A Complete Street is one that is usable by all modes of transportation. It is not just about designing sidewalks, bike lanes and transit stops into a corridor, it is about promoting the mindset that no one type of transit mode has priority over any other type. Many cities have adopted Complete Streets policies in the past year.

In response to Commissioner Michaels' inquiry, Mr. Hales said staff decided that street signage was part of the street element as opposed to the policy element.

Mr. Hales discussed Intelligent Transportation Systems. Scottsdale's ITS policy has a goal of maintaining Level of Service D that cannot be fulfilled in every instance. Mr. Porell added that the ITS policy is to maintain the highest level of service possible within the limitations of technology.

Commissioner Gilliland inquired what Mode Equity/Primacy was. Ms. Huish responded that it refers to whether, in a given corridor, more significance is put on for example, the pedestrian or vehicular movement.

Vice-Chair McCall opined that public restrooms had a positive affect on how pedestrian friendly a particular corridor was. She inquired how extensively the principals of universal access design were applied. Were all groups considered, including the special needs of shoppers, or people with strollers? Ms. Dornfeld responded that some of the ideas had not been considered and could be added to the

plan. Universal access design has recently become a Federal requirement with very clear standards of compliance. Ms. O'Connor said the idea of exceeding ADA compliance to meet the spirit of universal design would be an important policy statement. She added that there are often increased costs in both money and time associated with exceeding straight compliance requirements.

Vice-Chair McCall inquired if the plan contained a policy that encouraged the transition to environmentally benign vehicles. Mr. Hales said it was not something that had been addressed specifically, but that some cities do have programs to encourage those options.

Commissioner Gilliland noted that Scottsdale currently does not have a noise policy. He opined that as traffic density increases, a transportation noise policy would greatly benefit the community. Ms. O'Connor said Scottsdale uses the de facto ADOT noise mitigation policy when adding new lanes, but has no policy addressing how mitigation projects would be prioritized and funded for existing roadways.

Commissioner Howard said there are two issues at play. One is structural noise mitigation, the other is noise created by vehicles, which is a regulatory problem.

Commissioner Gilliland inquired if there was an access management policy to limit turning movements on certain corridors as streets are improved and multiple driveways added. Ms. O'Connor responded that such issues are addressed piecemeal in individual road projects, but it would be more effective to have a well-defined, large-scale policy. The current system is inconsistent, causes confusion and would greatly benefit from clarification.

Commissioner Michaels opined that each page of the draft should be marked with the date it is updated.

Chair Davis invited public commentary.

Mr. Michael Fernandez said that construction projects on Scottsdale Road should not be approved without first considering how businesses in that corridor would be affected. He inquired if any policy addressed the potential for terrorism on trains. Ms. O'Connor responded that Scottsdale has an emergency management plan, and participates in regional exercises every year. The effort is led by the Fire Department. Mr. Fernandez inquired how individual citizens were supposed to know what to do in the event of such a crisis. Ms. O'Connor responded that the emergency management plan addresses ways to provide information to the community.

Mr. David MacDonald opined that demand based transit, such as Dial-A-Ride and taxi vouchers, deserves special attention considering the increasing number of elderly citizens. He encouraged the use of hybrid vehicles and said the City should provide the infrastructure to support them, such as vehicle plug-ins and the use of hybrids in City services. He further opined that siren noise affected Scottsdale's quality of life and should be addressed.

Mr. Hales said many of the issues raised are addressed in the transit element of the plan.

Mr. Meinhart said more specific guidance could be provided when determining the types of vehicles to be added to the City's vehicle pool.

Commissioner Michaels inquired what part of the plan addressed environmental issues.

Mr. Hales said sustainability goals exist, but they need to be better translated into specific policy. Ms. O'Connor added that there are many small things, such as energy efficiency and pollution mitigation, that could be folded into a concise policy element.

Following a brief recess, Ms. Dornfeld and Mr. Landis presented the draft Pedestrian Element of the Transportation Master Plan. The percentage of people who walk to work has remained constant with

the growth of Scottsdale's population. Transit ridership is an important component of pedestrian activity. There is a strong relationship between increases in the number of pedestrians and the increased availability of public transportation.

Collision data indicates that Scottsdale's pedestrian collision levels have remained constant over time and conform to the national average.

The Latent Demand Study projects the potential for pedestrian activity within the city. It is one of many tools used to help identify priority areas for pedestrian facilities. Downtown Scottsdale has a high latent demand, as do developing areas such as the Thompson Peak Parkway area, around Kierland, Skysong, and the Airport. East/west corridors such as Shea and Cactus are also showing increased demand. The availability of jobs, retail and housing development, parks, transit locations and road level of service are all factors that influence demand in a given area.

In response to Commissioner Howard's inquiry, Mr. Landis said latent demand illustrates the balance between trip origins and their respective destinations. Four trip-purposes are modeled: home-based work, home-based school, home-based shopping and access to parks and recreation.

Ms. Dornfeld reviewed some of the specific goals to improve quality of life:

- to encourage and regulate the design of sidewalk cafes
- to revise the DS&PM to include specific design standards for to better reflect the character of individual areas.
- to provide general standards for facilities and amenities.

Ms. O'Connor said that some of these things are already being done as part of the private development process, and urged the need for an adopted policy document.

Ms. Dornfeld said pedestrian elements could be attractions unto themselves. People come to Scottsdale to shop simply because it is a nice place to walk around. Creating more such places enhances the overall quality of life. Ms. O'Connor pointed to the Waterfront development and Indian Bend Wash as open space attractions that invite pedestrian activity.

The plan should identify existing locations that can be enhanced by improving the pedestrian environment. Ways to enhance pedestrian experience include benches and transit shelters at bus stops, bike racks, restrooms and water fountains. Mr. Kempton said there were more than 1.5 million bike-on-bus boardings in the Valley last year. There is a significant relationship between bicycles and buses.

Mr. Landis asked the Commission to consider what the minimum sidewalk pedestrian safety and comfort levels of service should be, for the purpose of regulating sidewalk use by kiosks or cafes, and whether that level would vary depending on location.

Commissioner Howard asked how level of service was defined for sidewalks. Mr. Landis said that while drivers are concerned primarily with minimal traffic delays, pedestrians are concerned about sidewalk capacity, safety and accessibility.

Commissioner Michaels inquired how sidewalk impediments affected sidewalk level of service when it comes time to decide whether to allow a particular cafe or kiosk. Ms. O'Connor said the U.S. access guidelines for public rights-of-way require a minimum of four feet of pedestrian access, free of all obstructions. Scottsdale requires a minimum of four feet but ideally prefers six feet of access. She

requested the Commission recommend a minimum sidewalk capacity level of service for pedestrian movement and outdoor retail activity.

Mr. Landis said factors that affect a pedestrian's sense of safety include the presence of sidewalks, traffic buffering, and the speed and volume of traffic on the roadway. He reviewed four striping options for multiuse paths:

1. no striping, which works well for low volume paths
2. centerline striping only, such as that found at Indian Bend Wash trail
3. stripes that delineate that pedestrians stay to one side, while bicycles use the other
4. the separation of areas is the safest option, but requires the most space

He recommended option two be used in most areas, and option four be used at blind curves.

Chair Davis noted that runners use multi-use paths as well. He cited public comments calling for canal bank paths to be made out of materials that were conducive to running.

Ms. O'Connor said many of the proposals have maintenance costs associated with them, including striping and special materials. She also noted that compacted, stabilized, decomposed granite surfaces could be challenging for users with mobility aids unless they are properly maintained with greater frequency.

Commissioner Michaels opined that from her experience as a bicyclist, striping makes no difference at all since people go wherever they want. Mr. Meinhart offered a contrasting experience.

Mr. Landis said that appropriate signage would help reinforce the notion that pedestrians and bicyclists should stay in their own areas. Mr. Meinhart added that the presence of stripes is helpful at night and can eliminate the need for lighting.

Commissioner Michaels inquired how the multi-use paths relate to bicycling as commuter or transportation options. Ms. Dornfeld responded that presently the focus was on the pedestrian element, which in this case happened to contain a crossover bicycle element. She added that there would be a separate discussion on the bicycle element to address street striping and dedicated bike routes. Mr. Kempton said most bicycling commuters use multi-use paths for a portion of their trip. The paths are a significant commuter facility, not just a recreational one.

Commissioner Michaels inquired how much stripe maintenance would cost relative to path construction. Mr. Meinhart said every linear foot of path costs \$150-200 per foot for design and construction. Striping costs about \$1 per foot.

Chair Davis invited public commentary. Mr. Fernandez said the Arizona Canal is a national recreational horse trail that cannot be taken away.

Mr. Landis reviewed the standards table for enhancement of the pedestrian environment along roadways. The standards were designed in the context of community character and surrounding area types established in the General Plan, as well as insight from the Latent Demand Analysis. The four community area types are urban, suburban, rural and environmentally sensitive lands. These categories are further divided into subcategories depending on the class of roadway in question.

Commissioner Michaels inquired if pedestrian shade elements include vertical shading, which is often more effective than horizontal shading. Mr. Hales said the draft does not yet provide such level of detail.

Mr. Landis invited the Commission to provide guidance on how to better accommodate mid-block pedestrian crossings. Currently, in order to consider a signal at mid-block crossings, it is necessary to have 100 pedestrian crossings per hour for four consecutive hours. He reviewed a wide variety of alternative treatments used by communities to enhance pedestrian safety and comfort at mid-block crossings.

Commissioner Michaels inquired how mid-block crossings would relate to high-capacity transit. Ms. O'Connor said defining a crossing in a way that makes it clear to all users what they are supposed to be doing is a policy issue.

Mr. Landis reviewed the general guidelines for prioritizing where crosswalk countdown timers were located. Such devices are popular and user-friendly, though they provide no discernible safety benefits to pedestrians.

Ms. Dornfeld invited the Commission to submit ideas not addressed during the presentation and encouraged additional guidance on the topics that were discussed.

4. **Adjournment**

With no further business to discuss, Chair Davis adjourned the meeting at 9:53 p.m.

SUBMITTED BY:

A/V Tronics, Inc.

NOTE: VIDEO AND/OR AUDIO RECORDINGS OF SCOTTSDALE TRANSPORTATION COMMISSION MEETINGS ARE AVAILABLE FROM THE SCOTTSDALE TRANSPORTATION DEPARTMENT FOR UP TO SIX MONTHS FOLLOWING THE MEETING DATE.

IN ACCORDANCE WITH PROVISIONS OF THE ARIZONA REVISED STATUTES, THE SUMMARIZED MINUTES OF THE TRANSPORTATION COMMISSION MEETINGS ARE NOT VERBATIM TRANSCRIPTS. ONLY THE ACTIONS TAKEN AND DISCUSSION APPEARING WITH QUOTATION MARKS ARE VERBATIM.

Meeting minutes officially approved by the Transportation Commission on 2/15/07.